

Providence City Planning Commission Agenda
Providence City Office Building, 15 South Main, Providence UT 84332
October 26, 2016 6:00 p.m.
Anyone interested is invited to attend.

Approval of the Minutes:

Item No. 1. The Providence City Planning Commission will consider for approval the minutes of October 11, 2016.

Public Hearing(s):

Item No. 1. 6:00 PM: Prior to making a recommendation on a proposed code amendment, the Planning Commission is holding a public hearing. The purpose of the public hearing is to provide an opportunity for anyone interested to comment on the proposal before action is taken. The proposal would amend Providence City Code Title 11 Chapter 1 Section 3 Definitions by changing the definitions for Major Street, Collector Street, removing Feeder Street and adding Minor Street; amending Title 11 Chapter 4 Section 3; and amending the Providence City Corporation Department of Public Works Standards and Specifications Manual by changing the standard street cross-sections. This proposal would reduce the required asphalt width from 39' to 35' and increase the minimum park strip width from 6' to 7'. The minimum sidewalk width would remain at 5'. The Planning Commission invites you to attend the hearing in order to offer your comments.

Item No. 2. 6:15 PM: Prior to making a recommendation on a proposed code amendment, the Planning Commission is holding a public hearing. The purpose of the public hearing is to provide an opportunity for anyone interested to comment on the proposal before action is taken. The proposal would amend Providence City Code Title 11 Chapter 3 Section 1 Concept Plan and Section 2 Preliminary Plat, by adding requirements for the phasing of a subdivision. This code amendment is being requested by Providence City staff.

Action Items:

Item No. 1. Amended Final Plat: The Providence City Planning Commission will consider for approval the Alder Square Commercial Subdivision-Phase 1 Amended No. 3, adjusting Lots 101 and 103a, located at approximately 16 North HWY 165.

Item No. 2. Code Amendment: The Providence City Planning Commission will consider a recommendation to City Council on a proposal to amend Providence City Code Title 11 Chapter 1 Section 3 Definitions by changing the definitions for Major Street, Collector Street, removing Feeder Street and adding Minor Street; amending Title 11 Chapter 4 Section 3; and amending the Providence City Corporation Department of Public Works Standards and Specifications Manual by changing the standard street cross-sections. This proposal would reduce the required asphalt width from 39' to 35' and increase the minimum park strip width from 6' to 7'. The minimum sidewalk width would remain at 5'.

Item No. 3. Code Amendment: The Providence City Planning Commission will consider a recommendation to City Council on a proposal to amend Providence City Code Title 11 Chapter 3 Section 1 Concept Plan and Section 2 Preliminary Plat, by adding requirements for the phasing of a subdivision.

Reports:

Staff Reports: Any items presented by Providence City Staff will be presented as informational only.

Commission Reports: Items presented by the Commission Members will be presented as informational only; no formal action will be taken.

Agenda posted by Skarlet Bankhead on October 21, 2016.


Skarlet Bankhead
City Recorder

If you have a disability and/or need special assistance while attending the Providence City Planning Commission meeting, please call 435-752-9441 before 5:00 p.m. on the day of the meeting.

Pursuant to Utah Code 52-4-207 Electronic Meetings – Authorization – Requirements the following notice is hereby given:

- Providence City Ordinance Modification 016-2006, adopted 11/14/2006, allows Planning Commission Member(s) to attend by teleconference.
- The anchor location for this meeting is: Providence City Office Building, 15 South Main, Providence, UT.
- Member(s) may be connected to the electronic meeting by teleconference.

Providence City Council Members may be in attendance at this meeting; however, no Council action will be taken even if a Quorum exists.



Providence City

15 South Main Street
Providence, UT 84332
(435) 752-9441 • Fax: (435)753-1586

PROVIDENCE CITY PLANNING COMMISSION NOTICE OF PUBLIC HEARING

Project Type: Code Amendment

Applicant: Todd Hendricks

Project Description: A proposed amendment to Providence City Code Title 11 Chapter 1 Section 3 Definitions by changing the definitions for Major Street, Collector Street, removing Feeder Street and adding Minor Street; amending Title 11 Chapter 4 Section 3; and amending the Providence City Corporation Department of Public Works Standards and Specifications Manual by changing the standard street cross-sections. This proposal would reduce the required asphalt width from 39' to 37' and increase the minimum park strip width from 6' to 7'. The minimum sidewalk width would remain at 5'.

Hearing Date: October 26, 2016

Hearing Time: 6:00 PM

Hearing Location: Providence City Office Building, 15 South Main, Providence UT

Prior to making a recommendation on a proposed code amendment, the Planning Commission is holding a public hearing. The purpose of the public hearing is to provide an opportunity for anyone interested to comment on the proposal before action is taken. The Planning Commission invites you to attend the hearing in order to offer your comments.

If you are disabled and/or need assistance to attend the public hearing, please call 752-9441 before 5:00 p.m. on the day of the meeting.

Thank you,

Skarlet Bankhead
City Recorder

Newspaper Publication Date(s): Saturday, October 15, 2016

Posting Date: October 14, 2016

Posting Locations:

1. Providence City Office Building, 15 South Main
2. Providence City website www.providencacity.com
3. Utah Public Notice Website

CHAPTER 1

GENERAL PROVISIONS

SECTION:

- 11-1-1: Title
- 11-1-2: Purposes
- 11-1-3: Definitions
- 11-1-4: Amendments; Changes

11-1-1:**TITLE:** This Title shall be known as the SUBDIVISION TITLE OF PROVIDENCE CITY, COUNTY OF CACHE, STATE OF UTAH. (Subd. Ord., 1-24-1990)

11-1-2:**PURPOSES:** The purposes of this Title are to promote an adequate and efficient street and road system, to prevent congestion on streets and promote traffic safety, to secure desirable public space, to ensure proper distribution of population, to provide for adequate utilities and public improvements, to provide for orderly growth, and to improve the health, safety and general welfare of the people. (Subd. Ord., 1-24-1990)

11-1-3:**DEFINITIONS:** The following terms used in this Title shall have the respective meanings hereinafter set forth:

ALLEY: A narrow public or private way which affords a secondary means of access to abutting property. An alley is not intended for general travel and must be less than twenty six feet (26') in width.

BENCH MARK: A mark affixed to a permanent or semi-permanent object along a line of survey to furnish a datum level.

BLOCK: A piece of land surrounded by streets or other rights of way other than an alley; or land which is designated as a block on any recorded subdivision plat.

CITY: Providence City, County of Cache, State of Utah.

CITY COUNCIL: The elected ruling body of Providence City, Cache, Utah

CITY ENGINEER: Any professional civil engineer licensed by the State of Utah and appointed by the City Council to accomplish the objectives of this Title; provided, that no such person may serve the City and a sub-divider simultaneously where he would have to check his own work or the work of a

member of his firm in connection with any subdivision in the City.

COLLECTOR STREET: A street, ~~existing or proposed~~, which ~~carries traffic~~ is the main means of access to the major street system, and shall have a right of way of ~~sixty-six (66)~~ eighty feet (80') and is anticipated to have moderate to high traffic volumes and moderate to low speeds.

CROSSWALK OR WALKWAY: A right of way designated for use by pedestrians and not intended for use by motor vehicles of any kind when in use by a pedestrian.

CUL-DE-SAC: A street having one open end and being terminated at the other end by a vehicular turnaround; and shall not exceed 600' in length. A connector street shall be used if the cul-de-sac contains sixteen (16) or more lots. A feeder street may be used in a cul-de-sac containing fifteen (15) lots or less.

DEVELOPER: Any legal entity who subdivides a parcel of land. He may also be referred to as a subdivider.

DRIVEWAY: A private roadway, the use of which is limited to persons residing, employed at or otherwise using or visiting the lot on which the roadway is located.

EASEMENT: A quantity of land, existing distinct from the ownership of the land, over which a liberty, privilege or advantage in land without profit is granted to the public or some particular person or part of the public.

~~**FEEDER STREET:** A street which carries traffic to a collector street system and shall have a designated right of way of fifty-six feet (56'). Except when used in a cul-de-sac, feeder streets shall not exceed 350' in length and shall not be adjacent to more than eight (8) lots.~~

FINAL PLAT: A subdivision map prepared in accordance with the provisions of this Title that is accurately surveyed and with such survey results marked on the ground so that the streets, alleys, lanes, blocks, lots and other divisions thereof can be identified. The final plat is designated to be placed on record in the office of the County Recorder.

IMPROVEMENTS:	Devices, facilities or utilities required to be constructed or installed in a subdivision. Such improvements may include, but are not limited to, water facilities, sewer facilities, sidewalks, curbs and gutters, drainage facilities, streets, trees, street signs, street lights, traffic-control of safety devices, fire hydrants and such other facilities or construction required by this Subdivision Title.
LANE:	A public or private way which affords primary access to abutting property.
LOT:	A portion of a subdivision or land, intended as a unit for building development or transfer of ownership.
MAJOR STREET:	A street which serves as a major traffic way, a controlled-access highway, major street parkway or other equivalent term to identify those streets comprising the basic structure of the street plan, and shall have a designated right of way of eighty ninety-nine feet (80') (99') .
MASTER PLAN:	A plan, including maps or reports or both, which has been approved by the City Council and the Planning Commission, which helps to establish lines of current and future planned streets, roads, highways, etc., as provided in Utah Code Annotated, as amended.
Minor Street	A residential or neighborhood street, existing or proposed, which is supplementary to a collector street and for moderate volumes of traffic of limited continuity which serves or is intended to serve the local needs of a neighborhood. The right-of-way shall be either sixty (60') or sixty-six feet (66') depending the anticipated average daily traffic (ADT) volume and as recommended by the Planning Commission and approved by the City Council.
OFFICIAL MAP:	Any map adopted by the Planning Commission and/or the City Council under the provisions of Utah Code Annotated, as amended.
OWNER:	Shall mean and refer to the person, partnership, corporation, or other entity in which is vested the fee simple, unencumbered title of the property to be

	subdivided, unless otherwise clearly indicated.
PLANNING COMMISSION:	The Providence City Planning Commission, unless another planning commission is specifically named.
PRELIMINARY PLAT:	A map or plan of a proposed land divisions or subdivision prepared in accordance with the requirements of this Title.
SKETCH PLAN:	A conceptual drawing of the proposed development prepared in accordance with the requirements of this Title.
SUBDIVIDE (And any Derivative Thereof):	Shall have reference to the term “subdivision”, as defined in this Section.
SUBDIVIDER:	Any legal entity who subdivides a parcel of land. May also be referred to as a developer.
SUBDIVISION:	The division of a tract of lot or parcel of land into two (2) lots or more. Further, this definition shall not apply to the sale or conveyance of any parcel of land which may be shown as one of the lots of the subdivision of which the plat has heretofore been recorded in the office of the County Recorder.
SUBDIVISION OF LAND FOR AGRICULTURAL PURPOSES:	A division of a parcel into two (2) or more lots, none of which is smaller than five (5) acres.
SUBDIVISION REQUIREMENTS:	Those requirements that are adopted by the various governing bodies in the City for the necessary proper development of the proposed subdivision.
SUSTAINED STREET GRADE:	A length of street that exceed 150’ in length, measured along the centerline of the street. Sustained grades shall not be in excess of eight percent (8%).

11-1-4:AMENDMENTS; CHANGES: Changes and amendments shall be done in accordance with State law. 1. (Subd. Ord., 1-24-1990)

¹ U.C.A. § 10-9-803.

CHAPTER 4

DESIGN STANDARDS

SECTION:

- 11-4- 1: Standards and Specifications
- 11-4- 2: Blocks, Lots and Open Spaces
- 11-4- 3: Streets and Street Improvements
- 11-4- 4: Water System
- 11-4- 5: Sewer System
- 11-4- 6: Storm Drainage
- 11-4- 7: Irrigation Ditches
- 11-4- 8: Trees
- 11-4- 9: Lighting
- 11-4-10: Signs
- 11-4-11: Monuments

11-4-1: **STANDARDS AND SPECIFICATIONS:** Standards for design, construction specifications, and inspection of street improvements, curbs, gutters, sidewalks, storm drainage and flood control facilities shall be provided by the City Engineer; standards for water distribution and sewage disposal facilities by the Board of Health; and similar standards for fire protection by the Fire Department. All developers shall comply with the standards established by such departments and agencies of the City, County and State; provided, that such standards shall be approved by the City Council. Construction specifications approved and as may be amended from time to time by action of the City Council are hereby adopted by reference as if fully set forth herein, three (3) copies of which are on file in the City Recorder's office for public inspection. These standards and specifications, in addition to the general standards set forth in this Title, shall be used by all developers and/or development. (Subd. Ord., 1-24-1990; 1998 Code)

11-4-2: **BLOCKS, LOTS AND OPEN SPACES:** The design of the preliminary and final plats of the development in relation to streets, blocks, lots, open spaces and other design factors shall be in harmony with design standards recommended by the Planning Commission and by other departments and agencies of City government as necessary. Design standards shall be approved by the City Council and shall include provisions as follows, which are hereby approved by the City. All improvements shall be designed by a professional engineer licensed in the State.

- A. Length: Streets shall not exceed two blocks, which is typically one thousand three hundred twenty feet (1,320'), in length between intersections with functioning cross streets (not a cul-de-sac).
- B. Width: Blocks shall be wide enough to adequately accommodate two (2) tiers of lots.
- C. Walkways/Trails. Dedicated walkways/trails may be required. Such trails shall be a minimum of eight feet (8') in width, but may be required to be wider where determined necessary by the City. The

developer shall surface the full width of the walkway with an approved surface.

- D. Multi-Family Housing: Multi-family dwellings or other types of cluster housing will be considered at the option of the City. If approved, adequate space for off-street parking shall be required.
- E. Arrangement; Design: The lot arrangement and design shall be such that lots will provide satisfactory and desirable sites for buildings, be properly related to topography, to the character of surrounding development and to existing requirements.
- F. Adjoin Street: Each lot shall abut on a street or lane shown on the development plat or on an existing publicly-dedicated street. Double frontage lots shall be prohibited, except where unusual conditions make other designs undesirable.
- G. Open Space: A portion of land or development site that is permanently set aside for public or private use and will not be developed. Open space may be used as community open space or preserved as green space. Green Space is open space maintained in a natural, undisturbed, or revegetated condition.

11-4-3: STREETS AND STREET IMPROVEMENTS:

- A. Arrangement: The arrangement of streets in new development shall make provision for the continuation of existing streets in adjoining areas and shall provide access to unsubdivided adjoining areas insofar as such continuation or access shall be deemed necessary by the City.
- B. Connection: New streets must connect with existing public streets. (Subd. Ord., 1-24-1990)
- C. Width; Costs:
 - 1. ~~The total street right of way shall be standard at eighty feet (80') for major streets, sixty-six feet (66') for collector streets, and fifty-six feet (56') for feeder streets. All reference to the "total width" of a street, road, right of way or easement shall refer to the "total width" stated in the property title or right of way rights transferred or dedicated to the City. The paved or traveled portion of the street or road may be less than the "total right of way" to allow for public improvements in accordance with City ordinances. (Ordinance Modification 98-OM013 06/08/98)~~ **The neighborhood street may be used in areas that would not generally be considered a through street or a street that would carry significant amounts of traffic other than that generated on that street or immediate neighborhood.**
 - 2. Costs of new roads and repairs to existing roads caused by development for collector (66 feet) and feeder (56 feet) streets shall be borne by the developer. Where a major (80 feet) street is required, the cost of paved section over and above that required to the collector (66 feet) street may be shared by the City. The City's participation shall be determined by cost estimates reviewed by the City Engineer and approved by the City Council. The approved estimates shall be part of the development agreement attached to the final plat. (Ordinance Modification 98-OM013 06/08/98)

- D. Surfacing: All streets shall be improved as shown in the current Providence City Department of Public Works Standards and Specifications Manual.
- E. Grades:
1. Grades of streets shall not be in excess of fifteen percent (15%) for a maximum of one hundred fifty feet (150') measured along the center line of the street, nor in excess of eight percent (8%) on sustained grades (a length of street that exceeds 150'), unless otherwise approved by City. Grades of roads shall be a minimum of one-half of one percent (0.5%).
 2. Streets shall be designed and constructed to a grade of less than four percent (4%) for a distance of at least one hundred feet (100') approaching all intersections. The measurement of the intersection centerline to the beginning of a vertical curve shall be one hundred feet (100')
 3. All changes in street grade shall be connected by vertical curves of a minimum length equivalent to fifteen (15) times the algebraic difference in the rate of grade for major streets and collector streets and one-half ($\frac{1}{2}$) of this minimum for all feeder streets. (Subd. Ord., 1-24-1990)
- F. Curvature On Center Line: Minimum radii of curvature on center line shall be as follows: major streets, five hundred feet (500'); collector streets, three hundred feet (300'); and feeder streets, one hundred feet (100'); unless otherwise approved by the City.
- G. Partial Streets: When a partial street is approved, it will require sufficient right of way to construct improvements as shown on the partial street cross section in the current Providence City Department of Public Works Standards and Specifications Manual.
- H. Intersection Angles; Curb Radii: In general, streets should intersect at right angles, feeder streets should approach the major or collector street at an angle of not less than eighty-five degrees (85°) and not more than ninety-five degrees (95°), and curb corners should have radius of not less than twenty feet (20').
- I. Curbs and Gutters:
1. All streets within the development shall be improved as shown in the current Providence City Department of Public Works Standards and Specifications Manual.
 2. Minimum grades for curb and gutters and streets shall not be less than one-half of one percent (0.5%), and from crown of the road to the lip of the curb shall be a minimum of two percent (2%). (Ord., 11-12-1996, eff. 11-13-1996)
- J. Sidewalks: Sidewalks may be required on both sides of all public streets. Sidewalks placed on both sides of public streets shall be concrete and five feet (5') wide minimum and four inches (4") thick minimum. All sidewalks that cross residential driveways shall be six inches (6") thick minimum. All

sidewalks that cross commercial driveways shall be eight inches (8") thick minimum. Sidewalks at all intersections of public streets shall conform to adopted American Disabilities Act standards.

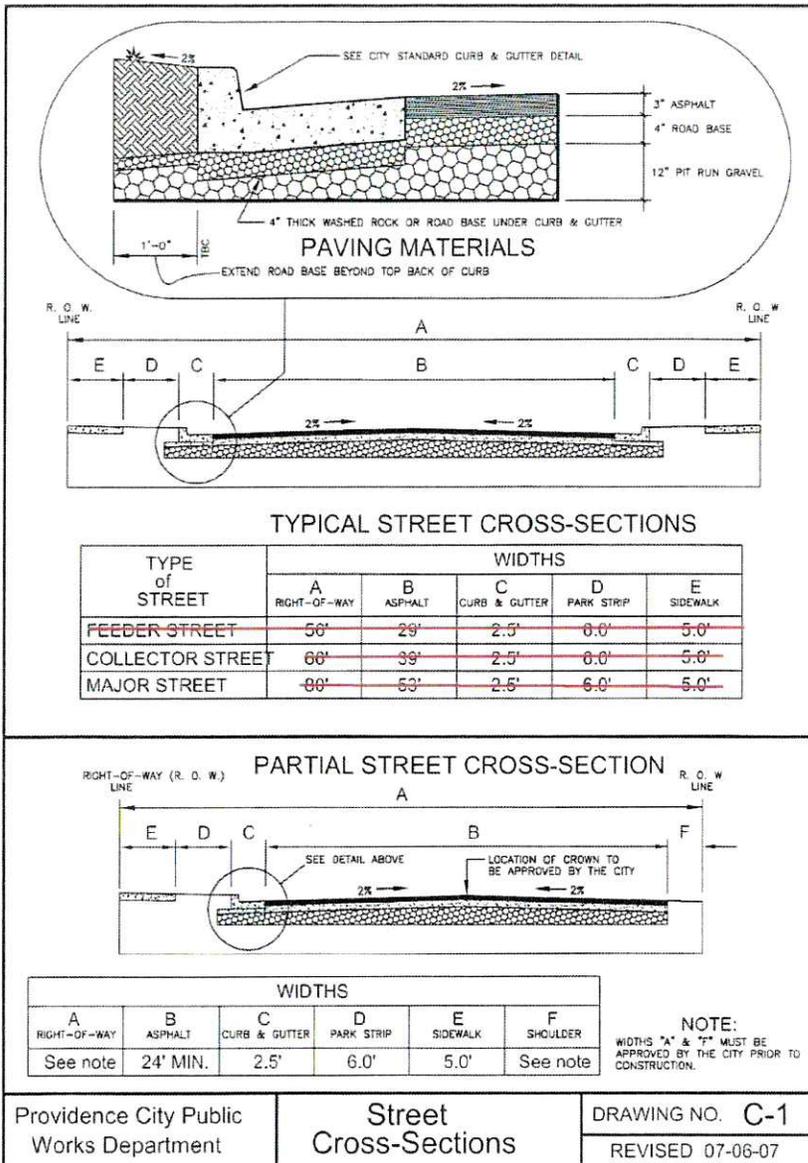
- K. Existing and Proposed Streets: The developer shall improve existing and proposed streets in all development, except on the rear of lots that back on streets where access is not permitted. Timetable of completion and the security performance of all improvements will be listed in the development agreement. (Ord., 11-12-1996, eff. 11-13-1996)
- L. Damage: In the event existing sidewalks or curbs and gutters are damaged at any time, the damaging party shall repair or replace the damaged items as per Section 7-3-1 of this Code. (Subd. Ord., 1-24-1990)
- M. Nonconnecting Streets; Turnarounds: At all temporary ends to streets on nonconnecting streets, provisions shall be provided by the developer for a turnaround for snow plows, garbage trucks and other service vehicles. Turnarounds must be paved with hot mix asphalt. See the current Providence City Department of Public Works Standards and Specifications Manual (Subd. Ord., 1-24-1990)(Ordinance No. 009-2009 10/27/2009)
- N. Park strips shall be at least seven feet (7') in width.

11-4-4: WATER SYSTEM:

- A. Design; Construction: The entire system shall be designed and constructed in accordance with City standards and the State Health Department standards. If there is conflict between the standards, the most stringent shall rule.
- B. City Standards. The city standards are contained in the current Providence City Department of Public Works Standards and Specifications Manual.
- C. Fees: The costs for connection to the City water supply shall be specified in the fee schedule to be held in the City office. (Subd. Ord., 1-24-1990)
- D. Fire Hydrants: Fire hydrants shall be installed at the expense of the developer and in accordance with the regulations of the Fire Department and City standards.
- E. City Line to Development: Where a development does not border an existing City water line, the developer shall install and bear all costs of pipeline from the development to the nearest existing City water line.

11-4-5: SEWER SYSTEM:

- A. Standards and Specifications: See the current Providence City Department of Public Works Standards and Specifications Manual.



Proposed Street Cross-Sections						
Type of Street	Widths					Estimated Average Daily Traffic (ADT)
	A Right-of-Way	B Asphalt	C Curb & Gutter	D Park Strip	E Sidewalk	
Major Street	99'	66'	2.5'	Minimum 7.0'	Minimum 5.0'	Over 5,000
Collector	80'	49'	2.5'	Minimum 7.0'	Minimum 5.0'	1,501 – 5,000
Residential	66'	35'	2.5'	Minimum 7.0'	Minimum 5.0'	251 – 1,500
Neighborhood	60'	29'	2.5'	Minimum 7.0'	Minimum 5.0'	Up to 250



Providence City

15 South Main Street
Providence, UT 84332
(435) 752-9441 • Fax: (435)753-1586

PROVIDENCE CITY PLANNING COMMISSION NOTICE OF PUBLIC HEARING

Project Type: Code Amendment

Applicant: Providence City

Project Description: A proposed amendment to Providence City Code Title 11 Chapter 3 Section 1 Concept Plan and Section 2 Preliminary Plat, by adding requirements for the phasing of a subdivision.

Hearing Date: October 26, 2016

Hearing Time: 6:15 PM

Hearing Location: Providence City Office Building, 15 South Main, Providence UT

Prior to making a recommendation on the proposed code amendment, the Planning Commission is holding a public hearing. The purpose of the public hearing is to provide an opportunity for anyone interested to comment on the proposal before action is taken. The Planning Commission invites you to attend the hearing in order to offer your comments.

If you are disabled and/or need assistance to attend the public hearing, please call 752-9441 before 5:00 p.m. on the day of the meeting.

Thank you,


Skarlet Bankhead
City Recorder

Newspaper Publication Date(s): Saturday, October 15, 2016

Posting Date: October 14, 2016

Posting Locations:

1. Providence City Office Building, 15 South Main
2. Providence City website www.providencacity.com
3. Utah Public Notice Website

1 11-3-0: **DEPENDENT SUBDIVISIONS:** A subdivision or phase that is dependent upon another subdivision and/or phase
2 for access or public works improvements shall not receive approval, conditional or otherwise, for the final plat until the
3 Final Plat and construction documents for the independent subdivision or phase are approved, substantial completion
4 inspection performed, and the items listed on the substantial completion inspection punch list are competed. Changes
5 will place the dependent subdivision or phase on hold until all modifications to the independent subdivision are
6 approved. (Ordinance Modification 002-00, 01/25/00)

7 A. Exception: If the Land Use Authority for Subdivisions determines for good cause that any phase of plan/plat
8 approval for the dependent subdivision would be inadequate to protect the public health, safety, and welfare,
9 the dependent subdivision shall not receive approval, conditional or otherwise, for any phase of plan/plat until
10 the Final Plat and construction documents for the independent subdivision or phase are approved, substantial
11 completion inspection performed, and the items listed on the substantial completion inspection punch list are
12 competed. Changes will place the dependent subdivision or phase on hold until all modifications to the
13 independent subdivision are approved.
14

15 11-3-1: **CONCEPT PLAN:** A concept plan shall be submitted to the city executive staff (which may include the city
16 administrator, public works director, city engineer, public works secretary, zoning personnel, mayor and council
17 member) for review and compliance with the Providence City General Plan, and Title 10 and 11 of the Providence
18 City Code.

19 A. Complete application: Providence City has thirty (30) days to review an application for completeness. At that
20 time the City will provide a written notice of acceptance or denial to the developer and/or their agent. If the
21 application is denied; professional fees for review may be billed.

- 22 1. The total acreage (total acreage includes all property within the parcel(s) and all phases whether current or
23 future) of the proposed development.
- 24 2. In addition to lot and street layout, a concept plan shall show all non-developable sensitive areas and all
25 potentially developable sensitive areas within the boundaries of the development and within one hundred
26 feet (100') of the development.
- 27 3. The following roads do not require curb, gutter, and sidewalk: Grandview Drive and Foothill Drive in the
28 Grand View Hills Subdivision; Canyon Road east of 400 East. 400 East from Canyon Road south to the City's
29 south boundary line does not require curb, gutter, and sidewalk on the west side; curb, gutter, and
30 sidewalk are required on the east side.
- 31 4. See the Downtown Street Cross-Sections C-1A in the Providence City Corporation Department of Public
32 Works Standard Construction Drawings for profiles on all other streets.

33 B. Expiration:

- 34 1. Concept Plan Application. A concept plan application shall expire if it is determined by the City's land use
35 authority that the developer and/or its agent did not proceed with reasonable diligence to meet any
36 items/conditions prescribed in City ordinances and/or listed on the city executive staff review comments;
37 or
- 38 2. Approved Concept Plan. An approved concept plan shall expire if a complete preliminary plat application
39 has not been submitted to the City by the developer and/or its agent within one (1) year after city
40 executive staff approves the concept plan.
- 41 3. An expired plan is considered withdrawn and any vested right to proceed obtained by the developer shall
42 terminate.
43

44 11-3-2: **PRELIMINARY PLAT:** A preliminary plat application will not be accepted by the City without the City's written
45 approval of the concept plan. The following procedure shall be followed in submittal and review of the preliminary plat:

46 A. Preparation: The preliminary plat shall be prepared in accordance with all requirements of the City and shall
47 include all proposed phases.
48

49 B. Contents:

- 50 1. Drawing Requirements: The title block of the preliminary plat shall include the following:
 - 51 a. The proposed name of the development.
 - 52 b. The section, township and range of the development.
 - 53 c. The names, addresses, and contact information of the owners, developer(s), if other than the
54 owners, and surveyors or and designers of the development.
 - 55 d. Scale of drawing and north arrow.

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2. Existing Conditions: The preliminary plat shall also show:
- a. The legal description basis of bearing, and total acreage (total acreage includes all property within the parcel(s) and all phases whether current or future) of the proposed development, certified by a licensed land surveyor.
 - b. Location, street number and name of existing streets within one hundred feet (100) of the development and of all previously platted streets or other public ways, railroad and utilities rights of way, parks and other public open spaces, permanent buildings and structures, and corporate lines within and adjacent to the tract.
 - c. The location of all wells, proposed, active and abandoned, springs, and all reservoirs within the tract and to a distance of at least one hundred feet (100') beyond the development boundaries.
 - d. Existing sewers, water mains, culverts or other underground facilities within the tract and to a distance of at least one hundred feet (100') beyond the tract boundaries, indicating pipe size, grades, manholes and accurate location.
 - e. Existing ditches, canals, natural drainage channels, open waterways, and proposed alignments or realignments within the tract and to a distance of at least one hundred feet (100') beyond the tract boundaries; and a letter, from the affected users indicating the plans are acceptable, must be submitted to the City.
 - f. Accurate boundary lines certified by a licensed land surveyor and ownership of adjacent parcels of land. (Subd. Ord., 1-24-1990)
 - g. By means of an overlay method or directly on the plat, vertical contour intervals of not more than two feet (2') or one foot (1') on predominantly level land.
 - h. A vicinity map shall show how the development is situated in its surrounding neighborhoods extending a minimum of two (2) blocks or more outward from the boundaries of the development. The vicinity map shall include all major, collector, standard and feeder streets within the area, both existing streets and those proposed on the Master Plan. (Subd. Ord., 1-24-1990; amd. Ord., 1-9-1996)

3. Proposed Conditions: The preliminary plat shall also show;
- a. The layout of streets showing location, widths and other dimensions of proposed streets (designated by actual or proposed names and numbers), crosswalks, alleys and easements.
 - b. The location for culinary water improvements, waste water improvements, storm drainage and street lights for all lots proposed within the development.
 - c. The layout, numbers, hazard setback, and typical dimensions of lots and square footage.
 - d. Parcels of land intended to be dedicated or temporarily reserved for public use or set aside for use of property owners in the development.
 - e. Written statement by the design engineer verifying that all lots have an adequate buildable envelope with regards to hazardous slope, building, water, zoning setbacks, etc.
 - f. Easements for water, sewer, drainage, utility lines and other utilities.
 - g. Typical street cross-sections and preliminary street grades if required.
 - h. Copies of any agreements with adjacent property owners relevant to the proposed development.
 - i. Location, function, ownership and manner of maintenance of common open space not otherwise reserved or dedicated for public use.
 - j. A professionally prepared plat having been prepared on a minimum twenty inch by thirty inch (20" x 30") or maximum twenty-four inch by thirty-six inch (24" x 36") approved reproducible drafting medium.
 - k. A signature block along the right-hand margin of the preliminary plat, providing for the following certifications or approvals:
 - (1) Prior to City review, an affidavit or certificate of clear title to the effect that the applicant is the owner of, or that he is authorized by the owner in writing to make application for, the land proposed to be subdivided. The affidavit or certificate shall state clearly in which status, a copy of said written authorization from the owner shall be submitted with the preliminary plat. A title report shall also be submitted which indicates in whom the fee simple title to such property is vested and any liens or encumbrances thereon. A statement from the property owner disclosing any options or unrecorded contacts/agreements associated with

1 the property.

2 4. Phasing. It is the City's intent, if phasing is approved, the development shall be phased in such a manner to
3 provide public infrastructure, facilities, and services in a timely and orderly manner that provides the City
4 the ability to protect and promote public health, safety, and welfare.

- 5 a. When developing a large tract of land, developers may choose to construct the subdivision in
6 phases rather than develop the entire property at once. However, in no case should a phase
7 contain less than 6 lots; and no less than two acres of land area.
- 8 b. Phases shall be planned to ensure the efficient construction of adjacent future phases (those
9 phases immediately next to the subject phase, sharing a common boundary line), and to ensure
10 that phased development does not allow for leapfrog development.
- 11 c. Each proposed phase shall provide no less than a proportionate fair share of required open space,
12 recreation facilities, and/or dedications for public use concurrent with development. In cases
13 where construction of a proportionate fair share improvement is not feasible or would result in
14 incomplete facilities which do not mitigate the impacts of the phase, construction of the entire
15 improvement shall be required.
- 16 d. All phases shall be required to be stand-alone. No proposed prior phase shall be dependent on
17 the completion of subsequent phases to be consistent with any required approvals and/or
18 conditions, including but not limited to: the looping of roads and utilities; the provision of fire
19 flow; and the mitigation of transportation, recreation and/or public services impacts. Landscaping
20 and parking improvement shall be provided within each phase as required.
- 21 e. Infrastructure improvements which are required to serve the entire project may be constructed
22 with in a nonadjacent phase.
- 23 f. Phasing Plans shall include the following information:
- 24 i. Illustrative maps for each proposed phase which clearly mark in heavy lines the
25 boundaries of the subject phase, label the phase alphabetically (to avoid confusion with
26 lot numbers) and depict roads, lots infrastructure, easement, dedications and open
27 space which are included within the subject phase. The plan shall also illustrate those
28 proposed improvements which mitigate impacts associated with the unbuilt portions of
29 the project which are not located within the boundaries of the subject phase. Previously
30 established phases, including roads, lots, infrastructure, easement, dedications, and
31 open space, should be show on the map shaded or gray-scaled. All phasing maps shall
32 be drawn at the same scale.
- 33 ii. A narrative description or table which describes each phase and its associated
34 improvements, in addition, the narrative or table shall demonstrated that each phase
35 would comprise a "stand-alone" development which, should no subsequent phases be
36 constructed, would meet or exceed the standards of this title and all other conditions of
37 approval. The narrative should also describe the proposed timeline for completion of
38 the entire project and any proposals to bond for required unbuilt or yet-to-be-
39 constructed improvements.
- 40 g. Choosing to phase the subdivision does not relieve developer of the requirement to present the
41 entire subdivision in its phases, for final approval by the Planning Commission within one year of
42 receiving approval of the preliminary plat by the Planning Commission.

43 C. Submittal: Four (4) copies (20"x30" minimum , 24" x 36" maximum size) and one (1) 11" x 17" copy of the
44 preliminary plat shall be submitted to the City for review a minimum of seven (7) days prior to the initial City
45 review. The City will complete the first review within thirty (30) days. Each subsequent review is subject to an
46 additional thirty (30) day review period. If all required information is not included, city has the right to refuse
47 the package.

48
49 D. Staff Review: Upon review, the city executive staff will provide written comments, conclusions and
50 recommendations to the Land Use Authority. (Subd. Ord., 1-24-1990; amd. Ord., 1-9-1996)

51
52 E. Approval: No preliminary plat shall be approved by the Planning Commission, the City Council, or any other
53 designated Land Use Authority unless it complies with or can be shown that a final plat will be likely to comply
54 with all the provisions set forth in the Providence City Ordinances. No preliminary or final plat shall be
55 approved if a commitment-of-service letter has not been issued for the plat pursuant to Section 8-1-21.

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1. A preliminary plat is not considered approved until all conditions have been satisfied and the plat has been signed by the City Engineer, Land Use Authority, and the Developer.

F. Complete application: Providence City has thirty (30) days to review an application for completeness. At that time the City will provide a written notice of acceptance or denial to the developer and/or their agent. If the application is denied, the application fee may be refunded; professional fees for review may be billed. To be considered complete, an application must contain the following:

1. a completed Providence City Application Form;
2. payment of the application fee;
3. the proposed preliminary plat and all required copies;
4. a title report shall also be submitted which indicates in whom the fee simple title to such property is vested and any liens or encumbrances thereon;
5. a copy of the City's written approval of the concept plan.

G. Expiration:

1. Preliminary Plat Application. A preliminary plat application shall expire if it is determined by the City's Land Use Authority that the developer and/or its agent did not proceed with reasonable diligence to meet any items/conditions identified in City ordinances and/or in city executive staff review comments; or
2. Approved Preliminary Plat. An approved preliminary plat shall expire if a complete final plat application has not been submitted to the City by the developer and/or its agent within one (1) year after approval of the preliminary plat.
3. An expired plat is considered withdrawn and any vested right to proceed obtained by the developer shall terminate.

PROVIDENCE CITY
Executive Staff Review
Planning Commission Meeting Date: 10/26/2016

Request: Approval of an amended final plat for Alder Square Commercial Subdivision-Phase 1 Amended No. 3, adjusting Lots 101 and 103a, located at approximately 16 North HWY 165.

Item Type: Final Plat Amendment	Applicant: Amsource Providence LLC	Agent: Shaun Young
Prepared by: S Bankhead	General Plan: CGD	Zone: CHD
Parcel ID #: 02-210-0101 & 02-210-0103 Address: approximately 16 North HWY 165	Acres: NA Density per acre: Gross: Net:	Number of Properties: NA Proposed Lots: NA The number of lot will remain the same.

Staff Report Summary of Key Issues:

1. UDOT is requiring the current HWY 165 access into Alder Square Commercial Subdivision be relocated or a raised median be installed on HWY 165, making the current access a "right-in" "right-out" only.
2. Amsource is going to relocate the access further to the south.
3. Lot 103a will shift north, becoming adjacent to Lot 110; the HWY 165 access portion of Lot 101 will shift south, adjacent to the south lot line of Lot 103a.
4. Executive Staff has reviewed the request.

FINDINGS OF FACT:

1. ES used UCA § 10-9a-608 Vacating, altering, or amending a subdivision plan to review the application and amended final plat.

CONCLUSIONS OF LAW:

1. ES feels the amended final plat meets the requirements of UCA § 10-9a-608 Vacating, altering, or amending a subdivision plan with the following conditions:

CONDITIONS:

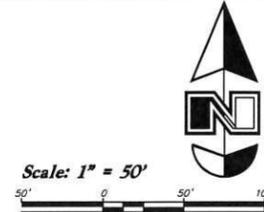
1. The applicant shall continue to meet all applicable city, state, and federal laws, codes, rules

RECOMMENDATION:

The executive staff has reviewed the request; and recommends that the Planning Commission approve the amended final plat for Alder Square Commercial Subdivision-Phase 1 Amended No. 3, adjusting Lots 101 and 103a, located at approximately 16 North HWY 165 according to the Findings of Fact, Conditions of Law, and Conclusions listed above.

Alder Square Commerical Subdivision-Phase 1 Amended No. 3

Amending Lots 101 and 103, Alder Square Commerical Subdivision-Phase 1 Amended No. 2 and Extended All of lots 7 and 8, Block 27, Plat "A", Providence Farm Survey a part of the East half of Section 9, and the West half of Section 10, Township North 11, Range 1 East, Salt Lake Base and Meridian

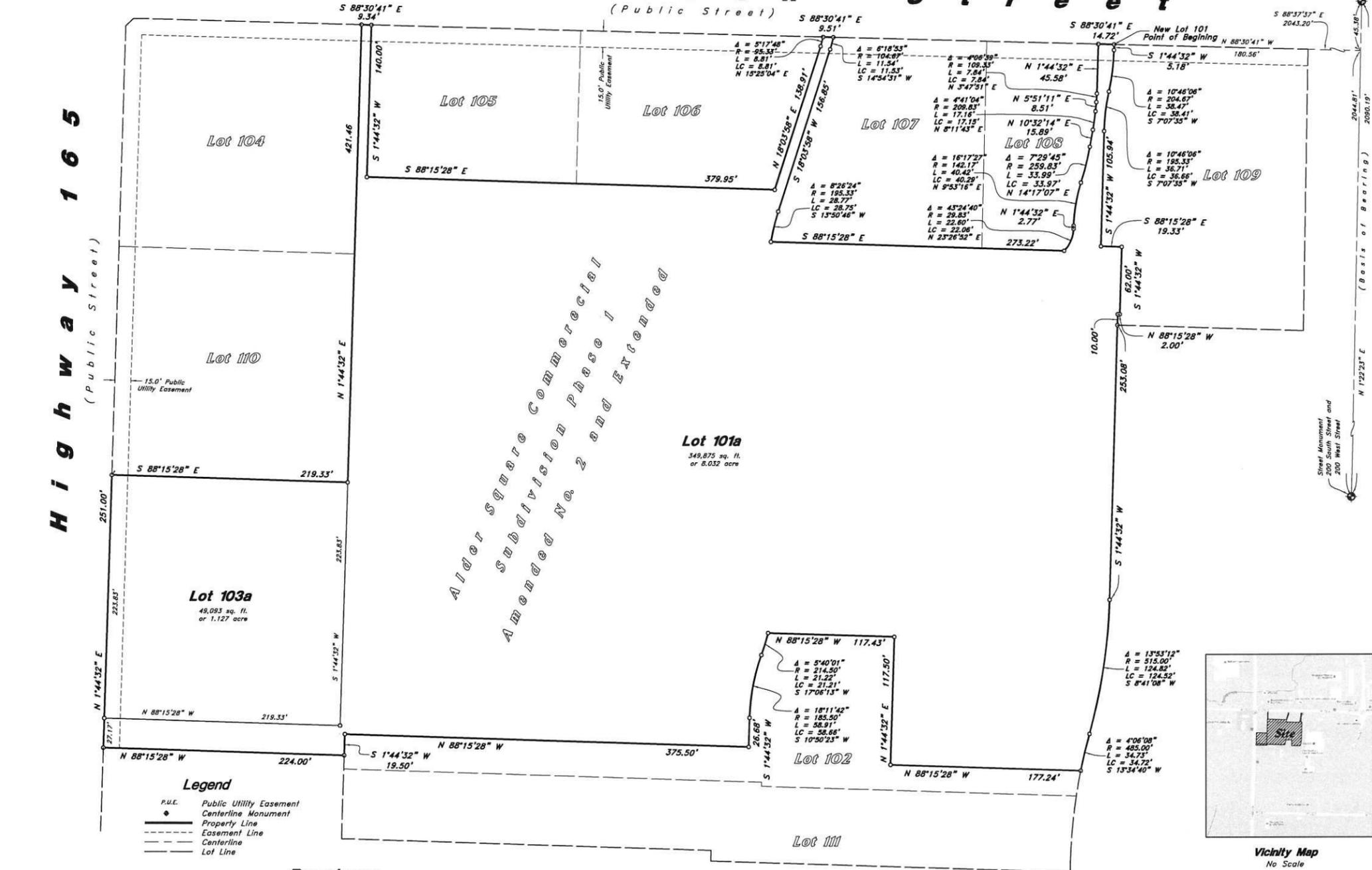


SURVEYOR'S CERTIFICATE

I, Bruce D. Pimper, a Professional Land Surveyor in the State of Utah, do hereby certify that this Lot Line Adjustment plat of the Alder Square Commercial Subdivision-Phase 1, Amended No. 3 in Providence City, Cache County, Utah has been correctly drawn to the designated scale and is a true and correct representation of the hereinafter described lands in said subdivision based on data compiled from records in the Cache County Recorder's Office and from a survey made on the ground.

Signed this _____ day of _____, 20__.

Bruce D. Pimper
Professional Land Surveyor
License No. 362256
State of Utah



Narrative

This survey was ordered by Amsource Providence to adjust the lot line between Lots 101 and 103 of the Alder Square Commercial Subdivision-Phase 1, Amended No. 2 and Extended which moves the driveway from the North side of Lot 103 to the South side.

A line between monuments found along 200 West Street was assigned the bearing of N 1°22'23" E as the Basis of Bearings to retrace the original Survey and underlying subdivision plat.

Survey Markers will be placed at the new lot corners.

Boundary Description

A part of Alder Square Commercial Subdivision Phase 1 Amended No. 2 and Extended lying within Lot 7 and 8, Block 27, Plat A, Providence Farm Survey and within the Northeast Quarter of Section 9 and the Northwest Quarter of Section 10, Township 11 North, Range 1 East, Salt Lake Base and Meridian, U.S. Survey in Cache County, Utah:

Beginning of the Northwest Corner of Lot 109 of said Subdivision on the South Line of 100 North Street located 2044.81 feet North 1°22'23" East along the monument line; 2043.20 feet North 88°37'57" West; and 180.56 feet North 88°30'41" West from the centerline monument of 200 South and 200 West Street; and running thence along the Westerly Line of said Lot 109 the following eight courses: South 1°44'32" West 5.18 feet to a point of curvature; South along the arc of a 204.67 foot radius curve to the right a distance of 38.47 feet (Central Angle equals 10°46'08" and Long Chord bears South 7°07'35" West 38.41 feet) to a point of reverse curvature; South along the arc of a 195.33 foot radius curve to the left a distance of 36.71 feet (Central Angle equals 10°46'08" and Long Chord bears South 7°07'35" West 36.66 feet) to a point of tangency; South 1°44'32" West 105.94 feet; South 88°15'28" East 19.33 feet; South 1°44'32" West 62.00 feet; North 88°15'28" West 2.00 feet; and South 1°44'32" West 10.00 feet; thence South 1°44'32" West a distance of 124.82 feet (Central Angle equals 1°06'08" and Long Chord bears South 1°34'40" West 34.72 feet) to the Northeast Corner of Lot 102; thence along the Northerly Line of said Lot 102 the following seven courses: North 88°15'28" West 172.24 feet; North 1°44'32" East 117.50 feet; North 88°15'28" West 117.43 feet; Southwesterly along the arc of a 214.50 foot radius curve to the right a distance of 21.22 feet (Central Angle equals 1°06'08" and Long Chord bears South 1°34'40" West 34.72 feet) to the Northeast Corner of Lot 102; thence South 1°44'32" West 19.50 feet along the West Line of said Lot; thence North 88°15'28" West 224.00 feet to the East Line of State Highway 165; thence North 1°44'32" East 251.00 feet along said East Line; thence South 88°15'28" East 219.33 feet; thence North 1°44'32" East 421.46 feet to and along the East Line of Lots 110 and 104 to the Northeast Corner of said Lot 104 on the South Line of 100 North Street; thence South 88°30'41" East 9.34 feet along said South Line to the North Corner of Lot 105; thence South 1°44'32" West 140.00 feet along the West Line of said Lot 105 to the Southwest Corner thereof; thence South 88°15'28" East 375.55 feet along the South Line of said Lot 105 and along the South Line of Lot 106 to the Southeast Corner thereof; thence along the Easterly Line of said Lot 106 the following two courses: North 1°06'08" East 138.91 feet to a point of curvature; and Northwesterly along the arc of a 95.33 foot radius curve to the left a distance of 8.81 feet (Central Angle equals 5°17'48" and Long Chord bears North 15°25'04" East 8.81 feet) to the Northeast Corner of said Lot 106 on the South Line of 100 North Street; thence South 88°30'41" East 9.51 feet along said South Line to the Northwest Corner of Lot 107; thence along the Westerly Line of said Lot 107 the following three courses: Southwesterly along the arc of a 104.67 foot radius curve to the right a distance of 11.54 feet (Central Angle equals 7°29'45" West, Central Angle equals 6°18'53" and Long Chord bears South 14°34'31" West 11.53 feet) to a point of tangency; South 18°03'58" West 158.85 feet to a point of curvature; and Southwesterly along the arc of a 195.33 foot radius curve to the left a distance of 28.77 feet (Central Angle equals 8°26'24" and Long Chord bears South 13°50'46" West 28.75 feet) to the Southwest Corner of said Lot 107; thence South 88°15'28" East 273.22 feet along the South Line of said Lot 107 and also the South Line of said Lot 108 to the Northeast Corner thereof; thence along the Easterly Line of said Lot 108 the following nine courses: Northwesterly along the arc of a 29.83 foot radius curve to the left a distance of 22.80 feet (Central Angle equals 4°06'08" West, Central Angle equals 4°52'40" West) to a point of tangency; North along the arc of a 259.83 foot radius curve to the left a distance of 40.42 feet (Central Angle equals 16°17'27" and Long Chord bears North 9°53'16" East 40.29 feet) to a point of reverse curvature; Northwesterly along the arc of a 259.83 foot radius curve to the left a distance of 33.99 feet (Central Angle equals 7°29'45" and Long Chord bears North 14°17'07" East 33.97 feet) to a point of tangency; North 10°32'14" East 15.89 feet to a point of curvature; Northwesterly along the arc of a 208.83 foot radius curve to the left a distance of 17.16 feet (Central Angle equals 4°06'08" West, Central Angle equals 4°06'08" West) to a point of tangency; and North 1°44'32" East 45.58 feet to the Northeast Corner of said Lot 108 on the South Line of 100 North Street; thence South 88°30'41" East 14.72 feet along said South Line to the point of beginning.

Owner's Dedication

Know all men by these presents that I the undersigned owner(s) of the above described tract of land, having caused the same to be subdivided into lots to be hereafter known as Alder Square Commercial Subdivision-Phase 1, Amended No. 3 do hereby dedicate for perpetual use of the public all parcels of land shown on this plat as intended for public use.

In witness whereof I have hereunto set My Hand this _____ day of _____ A.D., 20__.

Amsource Providence, LLC a Utah Limited Liability Company

Acknowledgment

By: Amsource Realty Advisor, Its Manager
Its
Its

State of _____
County of _____

On the _____ day of _____, 20__, personally appeared before me, the undersigned Notary Public, _____ who being by me duly sworn did say that he/she is the _____ of Amsource Realty Advisors the manager of Amsource Providence, LLC, a Limited Liability Company, and that said instrument was signed in behalf of said corporation and acknowledged to me that said corporation executed the same.

Notary Public Full Name: _____
Residing at: _____
Commission Number: _____
My Commission Expires: _____
A Notary Public Commissioned in Utah
(If above information is provided, no stamp required per Utah Code, Title 46, Chapter 1, Section 16)

Alder Square Commerical Subdivision-Phase 1 Amended No. 3

Amending Lots 101 and 103, Alder Square Commerical Subdivision-Phase 1 Amended No. 2 and Extended All of lots 7 and 8, Block 27, Plat "A", Providence Farm Survey a part of the East Half of Section 9, and the West Half of Section 10, Township 11 North, Range 1 East, Salt Lake Base and Meridian Salt Lake County, Utah

Recorded #

State of Utah, County of Salt Lake, Recorded and Filed at the Request of _____
Date _____ Time _____ Book _____

Fee \$ _____ Salt Lake County Recorder

ANA
ANDERSON WAHLEN & ASSOCIATES
2010 North Redwood Road, Salt Lake City, Utah 84116
801-994-1000
801-521-8529 - AWAengineering.net

Developer
Amsource
358 South Rio Grande
Suite 200
Salt Lake City, Utah 84101
801-994-1000
801-532-2109 fax

City Planning Commission
Approved this _____ Day of _____ A.D., 20__ By _____
Chairman _____ Date _____

City Engineer
I hereby Certify that I have had this Plat examined by this office and it is correct and in accordance with the information on file and is hereby approved
City Engineer _____ Date _____

Culinary Water Approved this _____ Day of _____ A.D., 20__ Representative _____ Date _____	City Attorney Approved this _____ Day of _____ A.D., 20__ Attorney _____ Date _____	Providence City Manger Approved this _____ Day of _____ A.D., 20__ Mayor _____ Date _____	Sanitary Sewer Approved this _____ Day of _____ A.D., 20__ of _____ A.D., 20__ Representative _____ Date _____
Comcast Approved this _____ Day of _____ A.D., 20__ Representative _____ Date _____	Rocky Mountain Power Approved as to Form this _____ Day of _____ A.D., 20__ Director _____ Date _____	Questar Gas Approved this _____ Day of _____ A.D., 20__ Director _____ Date _____	Century Link Approved this _____ Day of _____ A.D., 20__ Representative _____ Date _____



02-088-0011
02-088-0012
02-088-0029

02-088-0018

02-088-0015

02-088-0017
02-088-0023

N SR 165
S MAIN ST

02-210-0104

02-210-0110

02-210-0103

02-210-0105

02-210-0106

02-210-0107

02-210-0108

02-210-0109

02-221-0102
02-221-0103
02-221-0101
02-221-COMM

02-210-0101

02-210-0102

02-210-0111

02-096-0054

02-096-0087

02-096-0001

PROVIDENCE CITY

Executive Staff Review

Review Date: 10/18/2016

Request: Amend Providence City Code Title 11 Chapter 1 Section 3 Definitions by changing the definitions for Major Street, Collector Street, and Minor Street; and amending the Providence City Corporation Department of Public Works Standards and Specifications Manual by changing the standard street cross-sections

Item Type: Code Amendment

Applicant: Todd Hendricks

Prepared by: S Bankhead

Staff Report Summary of Key Issues:

The following comments are from the 10/11/2016 review:

1. Executive Staff (ES) discussed the information provided by T Hendricks.
2. Prior to T Hendricks, the City had not received comments or complaints that 39' of asphalt was too wide. We have had people express concern that some of our streets are too narrow when cars are parked street side. The street-side parking concerns were taken into consideration when the use of the 56' right-of-way (Feeder Street) was restricted to small cul-de-sacs and streets less than 350' in length.
3. Thirty-nine feet of asphalt allows for two 12' travel lanes and 7.5' on each side, when combined with 18" of the gutter pan, for street-side parking.
4. ES feels the current Code and standard street cross-sections meet the overall needs of the City. However, if the Planning Commission and City Council feel the standard street cross-section should be reconsidered, the ES recommends a more global approach which considers the impact of the change city-wide; and also considers cross-sections that provide for alternate modes of transportation.

The following comments are from the 10/18/2016 review:

5. The numbers shown in the chart for the 66' right-of-way total 64'
6. ES feels street-side parking is important to many residents of Providence. Reducing asphalt width to 29' would limit parking to only one side of the street, or create no parking streets.
7. Utah Code Ann. § 41-6a-706.5(1) As used in this section, "vulnerable user of a highway" means:
 - (a) a pedestrian, including a person engaged in work upon a highway or upon utilities facilities along a highway or providing emergency services within the right-of-way of a highway;
 - (b) a person riding an animal; or
 - (c) a person operating any of the following on a highway:
 - (i) a farm tractor or implement of husbandry, without an enclosed shell;
 - (ii) a skateboard;
 - (iii) roller skates;
 - (iv) in-line skates;
 - (v) a bicycle;
 - (vi) an electric-assisted bicycle;
 - (vii) an electric personal assistive mobility device;
 - (viii) a moped;
 - (ix) a motor-driven cycle;
 - (x) a motorized scooter;
 - (xi) a motorcycle; or
 - (xii) a manual wheelchair.

Utah Code Ann. § 41-6a-706.5 (2) An operator of a motor vehicle may not knowingly, intentionally, or recklessly: (a) operate a motor vehicle within three feet of a vulnerable user of a highway;

Utah Code Ann. § 72-1-102(7) "Highway" means any public road, street, alley, lane, court, place, viaduct, tunnel, culvert, bridge, or structure laid out or erected for public use, or dedicated or abandoned to the public, or made public in an action

for the partition of real property, including the entire area within the right-of-way.

8. A variety of vehicle sizes use Providence City streets. Many of these vehicles are large pickups, SUVs, large trucks – many pulling trailers, and snowplows. There are also many pedestrians, cyclists, and even some horseback riders using and sharing the right-of-ways.
9. With the variety of uses, ES staff feels the wider asphalt width provides area to safely navigate on-coming traffic, street-side parked vehicles, and “vulnerable users”.
10. ES staff recognizes there would be maintenance savings if the asphalt width is reduced.
11. The AASHTO Design Guides – Standards, Specifications that T Hendricks provided are sound guidelines. However, ES feels the current street cross-sections better serve the various users of Providence City right-of-way.
12. ES staff feels the comprehensive general plan review should be completed prior to changing the current cross-sections.
13. On 10/20/206, S Bankhead received additional changes from T Hendricks. ES has not reviewed the additional changes.

FINDINGS OF FACT:

1. Providence City Code (PCC) 10-1-5:A. states changes and amendments to this Zoning Title shall be done in accordance with state law.
2. UCA § 10-9a-102 Purposes -- **General land use authority.**
(1) The purposes of this chapter are to provide for the health, safety, and welfare, and promote the prosperity, improve the morals, peace and good order, comfort, convenience, and aesthetics of each municipality and its present and future inhabitants and businesses, to protect the tax base, to secure economy in governmental expenditures, to foster the state’s agricultural and other industries, to protect both urban and nonurban development, to protect and ensure access to sunlight for solar energy devices, to provide fundamental fairness in land use regulation, and to protect property values.
(2) To accomplish the purposes of this chapter, municipalities may enact all ordinances, resolutions, and rules and may enter into other forms of land use controls and development agreements that they consider necessary or appropriate for the use and development of land within the municipality, including ordinances, resolutions, rules, restrictive covenants, easements, and development agreements governing uses, density, open spaces, structures, buildings, energy efficiency, light and air, air quality, transportation and public or alternative transportation, infrastructure, street and building orientation and width requirements, public facilities, fundamental fairness in land use regulation, considerations of surrounding land uses and the balance of the foregoing purposes with a landowner’s private property interests, height and location of vegetation, trees, and landscaping, unless expressly prohibited by law.
3. UCA § 10-9a-501 states the legislative body may enact land use ordinances and a zoning map consistent with the purposes set forth in in this chapter.
4. UCA § 10-9a-502 Requires the planning commission provide notice and hold a public hearing on a proposed land use ordinance or zoning map; and prepare and recommend to the legislative body a proposed land use ordinance and zoning map that represent the planning commission’s recommendation.
5. UCA 10-9a-503.(1) The legislative body may amend: (b) any regulation of or within the zoning district; or (c) any other provision of a land use ordinance.

CONCLUSIONS OF LAW:

1. The proposed code amendment has been processed consistent with the above Findings of Fact.

CONDITIONS:

RECOMMENDATION:

1. That the Providence City Planning Commission make a recommendation to the Providence City Council, that they do not change the existing Code or Specification for street cross-sections.

Roadway Classification & Street Width Ordinance Review

Summary

Providence City's roadway classification ordinance and corresponding street cross-section widths need to be changed for the following reasons:

1) Providence City's current roadway classification definitions are not based on estimated average daily traffic (ADT) volume. Cache County, River Heights, Millville, and Nibley (surrounding cities) all base their roadway classifications on estimated traffic volume. In contrast, Providence City bases its roadway classifications on road length or number of lots on a street (in case of current feeder street definition) or, by which road it connects to (in case of connector street definition). As a consequence this leads to much wider than necessary roads which unnecessarily leads to higher maintenance costs, more storm water runoff, less safe roads (i.e. higher traffic speeds and makes it more difficult for pedestrians to cross), etc. Generally speaking excessively wide roads make for less pedestrian friendly neighborhoods with higher overall long-term costs to maintain and upkeep the roadways;

2) The current Providence City roadway classification definitions (11-1-3) could be validly argued, in some cases, that they don't account for certain new subdivisions where the streets will be both too long and/or have too many lots to be classified as a feeder street (according to the current feeder street definition) and also don't fit the current definition of a collector street because the road doesn't connect to a major street as per the definition. This lack of clarity could become a legal issue for Providence City.

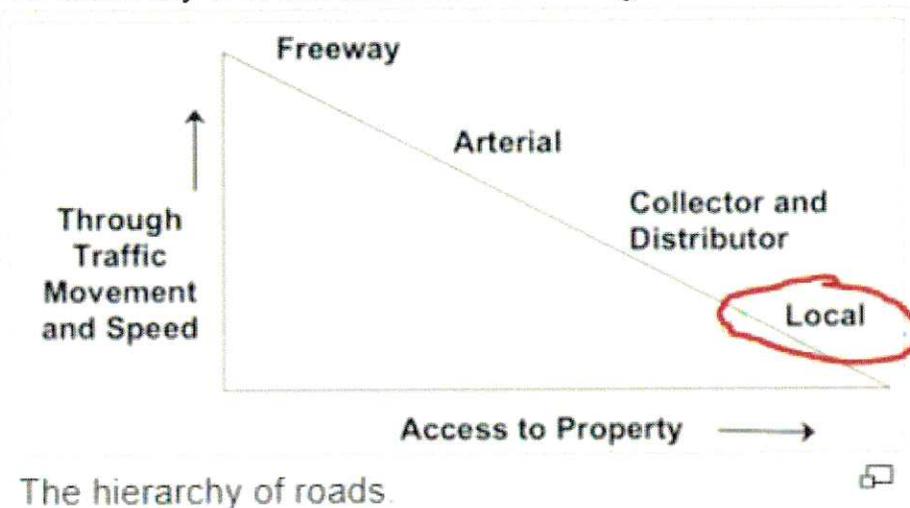
Below is research done on roadway classification definitions and street widths in Cache County, River Heights, Millville, and Nibley and then compared with Providence City.

It has been stated that Providence City likes to remain consistent with Cache County and the surrounding cities as much as possible and to the extent it makes sense.

It appears Providence is out of alignment with Cache County and the surrounding cities of Nibley, Millville, and River Heights (all that were looked at) with regards to roadway classification to determine the correct right-of-way and street widths for optimal traffic flow and safety on the streets within Providence. All other cities evaluated make their classification based on anticipated traffic flow volume as opposed to the method used by Providence City which is based on a methodology that doesn't necessarily reach the end goal of getting the proper size street for the traffic volume.

While the naming conventions differ slightly they generally mean the same thing, but appears Providence is missing a key roadway classification because of its narrowly defined roadway classification definitions. From largest to smallest the generally accepted roadway classifications (compiled) are: Arterial/Major, Collector, Local/Residential/Minor (with a possibly smaller subset of Local being Neighborhood/Feeder). It appears Providence City is missing a local/residential/minor roadway classification by too narrowly defining its current feeder classification based on the following method, "Except when used in a cul-de-sac, feeder streets shall not exceed 350' in length and shall not be adjacent to more than 8 lots". This current classification doesn't even attempt to estimate traffic volume. In fact, because it is so narrowly defined very few streets qualify as a feeder street basically by default then requiring, under current classification definitions, that the street would then have to become a collector street (i.e. Which means in most cases Providence City doesn't currently have a Local/Residential/Minor which should actually make up the vast majority of streets in Providence). The only other classification, by default, currently available for residential (local) roads is the collector classification which is widely accepted to be defined for higher traffic volume at typically moderate speeds due to increased widths. In the River Heights code it states, "Access from residential units to collector streets shall generally be prohibited at and in all new subdivisions. Access to a collector street from a residential unit shall only be allowed where no other option or solution exists." This seems evident that a change to the current ordinances are needed.

The hierarchy of roads shows the following:



Local roads - At the bottom of the hierarchy are local streets and residential roads. These roads have the lowest speed limit, and carry low volumes of traffic.

(https://en.wikipedia.org/wiki/Hierarchy_of_roads)

CACHE COUNTY

MANUAL OF ROADWAY DESIGN & CONSTRUCTION STANDARDS (22 OCTOBER 2013)

2.1 Roadway Functional Classification

A. Current Roadway Classification

Cache County has a tiered classification system for all roadways that are under the jurisdiction and maintenance of the County (See Table 2.1). *Appendix E - Current Road Conditions Classification* provides for a graphical reference to the County's roadways and their classification.

Table 2.1
Roadway Functional Classifications

Category Assignment	County Designation
	Level-of-importance
A	Arterial
C	Collector
L	Local
R	Rural
P	Private
M	Mountain
U	Unimproved

Cache County Roadway Classification definitions:

1. Arterial (A) – This category is appropriate for use on roadways that have the capacity for moderate speed (generally 45 mph or higher) and moderate to high traffic volumes. There is a reasonable ability for direct access, but the priority is for safety, through transit, and mobility needs within this category. These facilities move traffic across multiple communities or jurisdictions, typically connecting facilities of system importance and through urban areas that have significant potential for development or redevelopment of adjacent land to the highest and best use.
2. Collector (C) – This category is appropriate for use on roadways that have the capacity for moderate to low speeds (generally to a speed range of 40 mph or less) and moderate to high traffic volumes. While this category provides service to through traffic movements, it allows more direct access to occur. These facilities move traffic across multiple communities or jurisdictions, typically connecting facilities of system importance, but through urban areas that are significantly developed to the point where function (travel speed and capacity) has eroded.
3. Local (L) – This category is appropriate for use on roadways that have the capacity for moderate to low speeds and moderate volumes. This category provides a balance between through traffic movements and direct access. These facilities move both regional and local rural traffic with emphasis on local movements.

2.3 Roadway Sections

A. Roadway Typical Sections: All Cache County roadways shall comply with the design elements shown on the roadway typical section in Table 2.2. Traveled way width, shoulder width, and clear zone dimensions shall be based on the design speed, design year traffic volumes, and guidance found in the Appendix.

Table 2.2 - Roadway Typical Sections

		PUBLIC ROADWAYS					
		Private ⁶	Mountain Road ^{1,2,6}	Rural ⁶	Local	Collector	Arterial
Planned	Design Limits - <u>Approximate ADT</u>	Up to 30	Up to 30	Up to 30	<u>40-1500</u>	<u>1600-5000</u>	Over 5000
Minimum Width (ft)	Travel Lane ³	10	12	10	10	11	12
	Right-of-Way	33	66	66	66	80	100
	Median/Turn Lane ⁴	-	-	-	12	12	14
	Shoulder (each side)	0	0	2	2	6	8
	Paved Shoulder	0	0	0	1	3	3
	Clear Zone ⁷	0	5	7	7	10	10
	Road Surface Material ⁵	Gravel (A)	Gravel (A)	Gravel (A)	Paved (B)	Paved (B)	Paved (C)

¹ Single lane roads may be permitted for Mountain roadways.

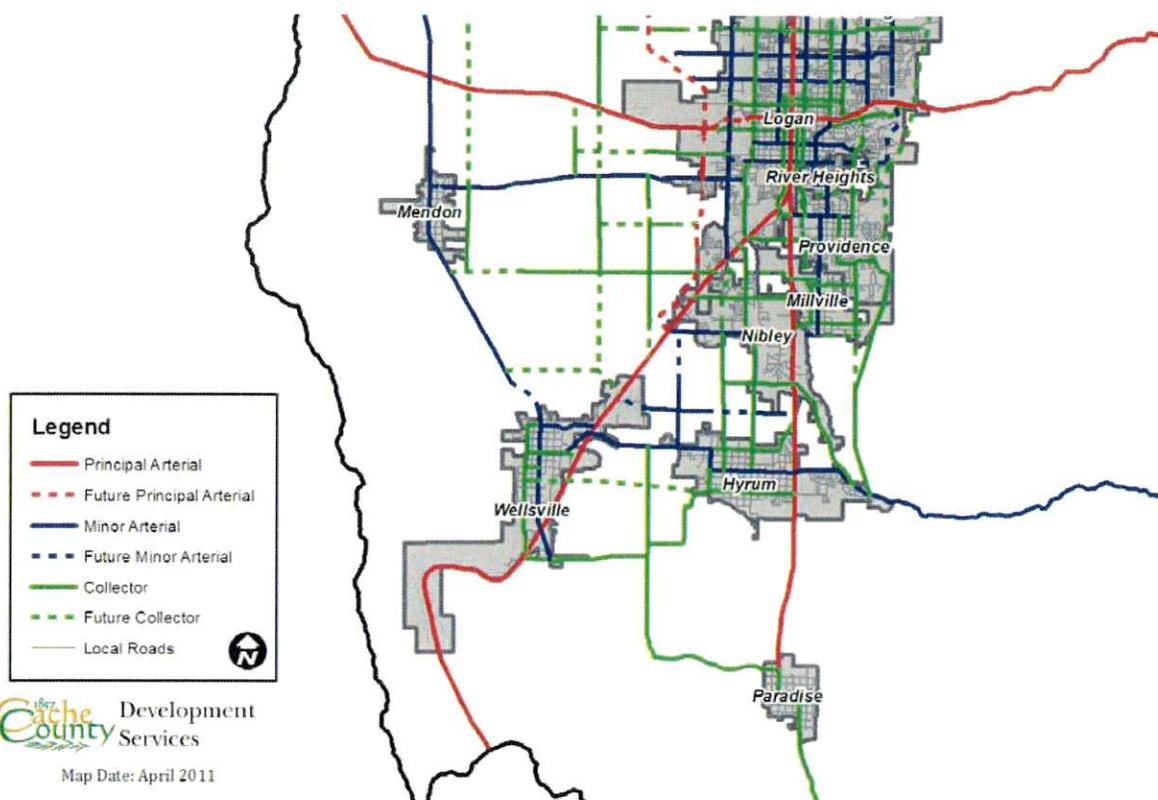
² Single lane roads do not provide adequate levels of service to development and may be required to meet the Rural road standard, provide pullouts, or other improvements as deemed necessary to provide adequate service provision in compliance with this standard, the County Code, and the latest edition of the International Fire Code.

³ Minimum roadway is 2 lanes of traffic unless otherwise specified.

Average daily traffic, abbreviated **ADT**, is the average total volume of vehicle traffic per day (important for later).

Cache County Map of Transportation Classifications Buildout Vision Plan

(Interesting Note here is Cache County has most roads in Providence labeled as “local” roads with some collector roads, two minor arterial roads and one principal arterial road (running in front of Macey’s)).



Nibley City (consistent with Cache County for roadway classifications):

STREET, MAJOR: A street, existing or proposed, which serves or is intended to serve as a major traffic way and is designated on the master street plan as a controlled-access highway, major street, parkway or other equivalent term to identify those streets comprising the basic structure of the street plan.

STREET, COLLECTOR: A street, existing or proposed, which is the main means of access to the major street system.

STREET, MINOR: A street, existing or proposed, which is supplementary to a collector street and of limited continuity which serves or is intended to serve the local needs of a neighborhood.

C. Minimum Street Widths. The minimum street widths shall be:

Road Type	Right Of Way Width	Pavement Width
Arterial <i>major</i>	99 feet	66 feet
Collector	80 feet	49 feet
→ Residential <i>minor</i>	66 feet	35 feet
Neighborhood	60 feet	29 feet

- 1 The neighborhood street may be used in areas that would not generally be considered a through street or a street that would carry significant amounts of traffic other than that generated on that street. A cul-de-sac may be a neighborhood street.
- 2 All sidewalks shall be a minimum of five feet (5') in width. Planting strips shall be at least seven feet (7') in width.
- 3 The design of road types shall be in accordance with the Nibley City Design Standards & Specifications, and as follows:

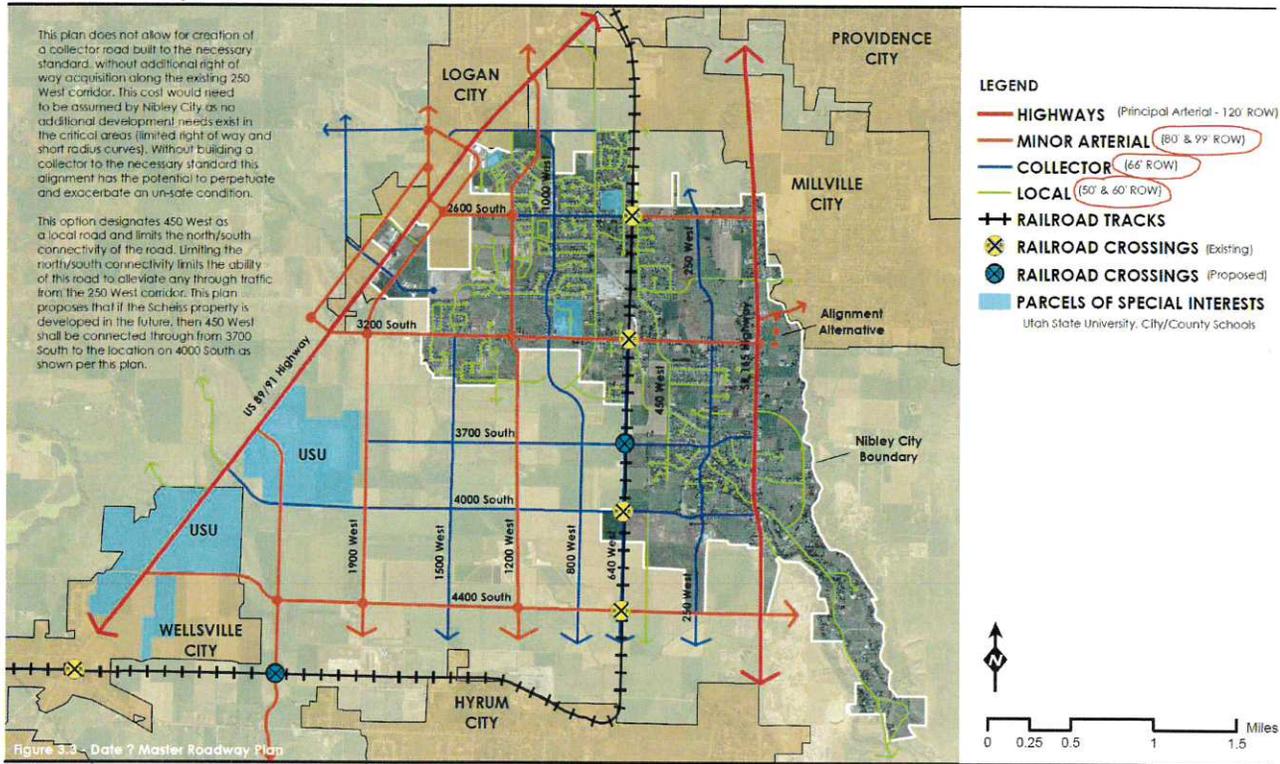
(https://nibley.municipalcodeonline.com/book?type=ordinances#name=11-5-5_Streets)

Nibley Residential Right-of-Way 66 feet used up by: road asphalt width 35 feet, 7 feet minimum park strip, 5 feet minimum sidewalk, and 1 foot inside onto owners property. Second Residential (Neighborhood) Right-of-Way is 60 feet for neighborhood streets with reduced average daily traffic flow (as listed in item #1 above generally only carry traffic from that subdivision/neighborhood street(s)).

Updated Nibley Map as of 9/1/16 showing roadway classifications for Local, Collector, & Major Streets

Master Roadway Plan

Adopted 9/1/16



River Heights City (consistent with Cache County for roadway classifications)

Collector Street: A street, existing or proposed, which serves or is intended to serve as a major trafficway and which is designated on the master street plan as a controlled access highway, major street or by equivalent terms suitable to identify streets comprising the basic structure of the street plan.

Minor (Local) Street: A street, existing or proposed, which is supplementary to a collector street and of limited continuity, which serves or is intended to serve the local needs of a neighborhood.

Noteworthy from River Heights Code:

11-6-3 K. Residential Unit Access to Collector Streets: Access from residential units to collector streets shall generally be prohibited at and in all new subdivisions. Access to a collector street from a residential unit shall only be allowed where no other option or solution exists.

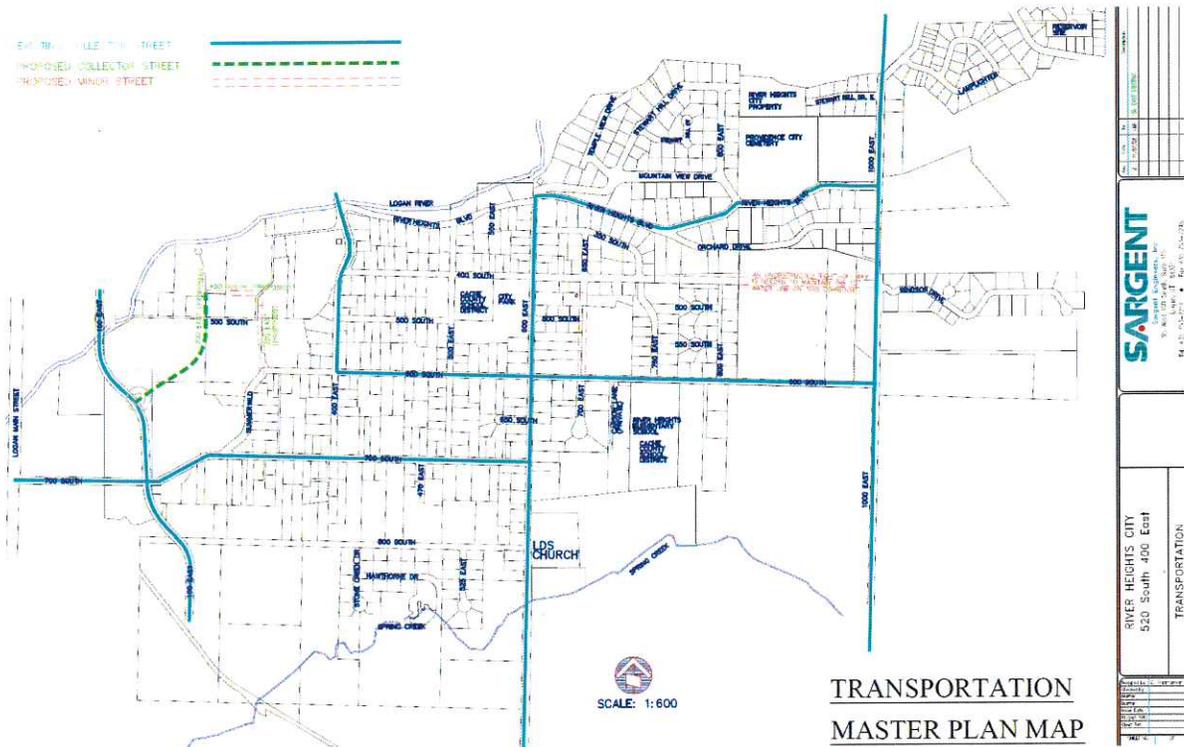
11-6-1 C. Walkways: Dedicated walkways through a block may be required where access is necessary to a point designated by the planning commission. Such walkways shall be a minimum of six feet (6') in width, but may be required to be wider where determined necessary by the planning commission.

11-6-3 C. Right Of Way Width: The total street right of way width shall be standard at sixty six feet (66') for collector streets and fifty feet (50') for minor, local and cul-de-sac streets. All references to the "total width" of a street, road, right of way or easement shall refer to the total width stated in the property title or right of way rights transferred or dedicated to the city. The paved or traveled portion of the same may be less than the total width to allow for curb, gutter, sidewalk and other necessary improvements or other requirements.

11-6-3 N. ...Street classification and roadway widths shall be in accordance with the master road plan of the city.

River Heights appears it could also stand to add one additional roadway classification, but has instead chosen to simply allow for a narrow city right-of-way that covers most all residential classifications as opposed to requiring most areas to meet the collector right-of-way specification. River Heights Residential (local/minor) road asphalt width is 30 feet, 4 feet sidewalk minimum, park strip in remaining. Appears can flex on widths within right-of-way with approval for sidewalks, park strips, etc.

River Heights Transportation Master Plan Map



Millville City (consistent with Cache County for road classifications)

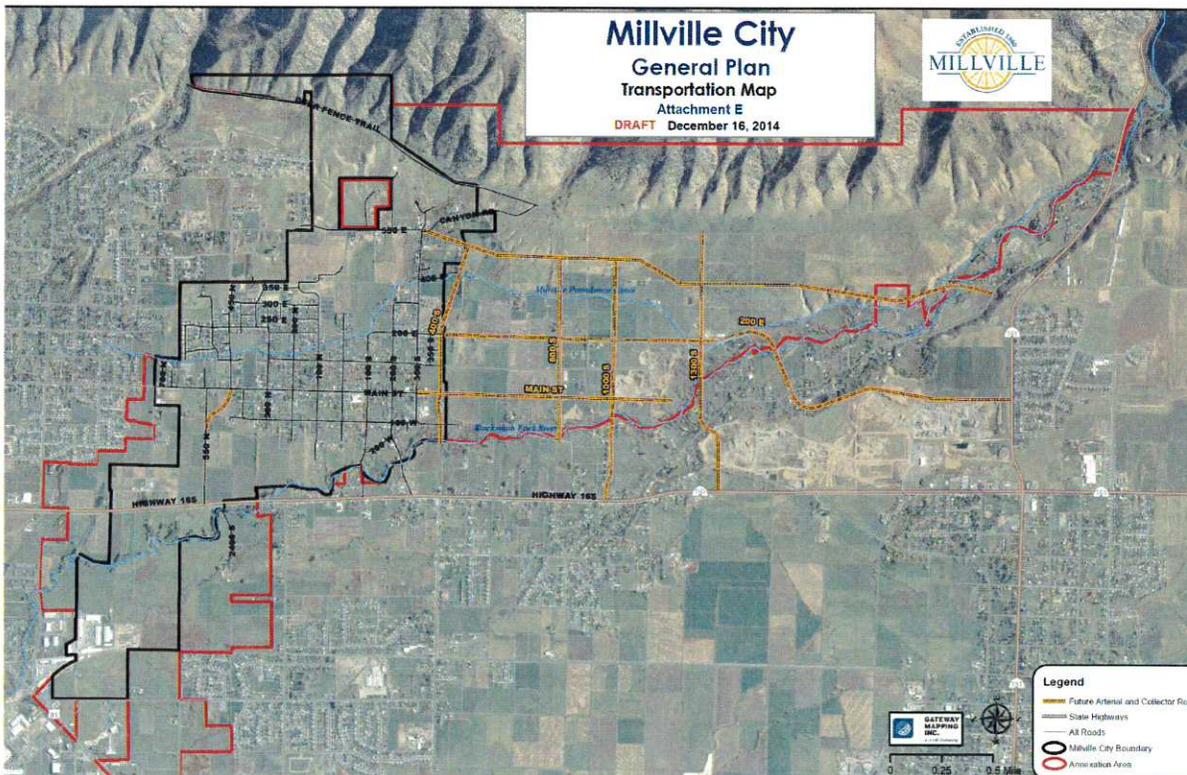
Street Typical Sections

1. Arterial & Collector Streets - Arterial and collector streets shall be provided at locations designated on the Millville City Roadway corridor study. Road sections shall conform to Plan No. 250-N of the Manual of Standard Plans. Where two sections are given for a classification, the planning commission shall decide which section will be allowed. For areas where the street plan has not been completed at the time the preliminary plan is submitted to the Planning Commission, arterial or collector streets shall be provided as required by the Planning Commission.

2. Residential Streets - Residential streets shall have a minimum right-of-way width of 66 feet. Residential road sections shall conform to Plan No. 250-N of the Manual of Standard Plans. Where two sections are given for a classification, the planning commission shall decide which section will be allowed.

Millville 66 ft right-of-way shows for residential 35 feet asphalt, 8 feet park strip, and 4 feet wide minimum sidewalks (5 feet minimum sidewalk when adjacent to curb) and 1 foot inside sidewalk onto property.

Millville Transportation Map



Providence City (current roadway classification definitions and current street widths)

This is the current Providence City roadway classification definitions:

In Title 11 Chapter 1 Section 3 Definitions of our Providence City Code.

Major Street is a street which serves as a major traffic way, controlled-access highway, major street parkway or other equivalent term to identify those streets comprising the basic structure of the street plan and shall have a designated right of way of 80'.

Collector Street is a street which carries traffic to the major street system, and shall have a right-of-way of 66'.

Feeder Street is a street which carries traffic to a collector street system and shall have a designated right-of-way of 56'. *Except when used in a cul-de-sac, feeder streets shall not exceed 350' in length and shall not be adjacent to more than 8 lots.*

In 11-4-3:C.1. of the city code it says the total street right of way shall be standard at eighty feet (80') for major streets, sixty-six feet (66') for collector streets; and fifty-six feet (56') for feeder streets. All reference to the "total width" of a street, road, right of way or easement shall refer to the "total width" stated in the property title or right-of-way rights transferred or dedicated to the City. The paved or traveled portion of the street or road may be less than the "total right of way" to allow for public improvements in accordance with City ordinances.

In other words it does not state the asphalt widths in the code itself only the right-of-way width. The asphalt width is in the drawings of the Standards and Specifications Manual (which appears to be last updated 07/06/2007 according to the date listed on standards/specs).

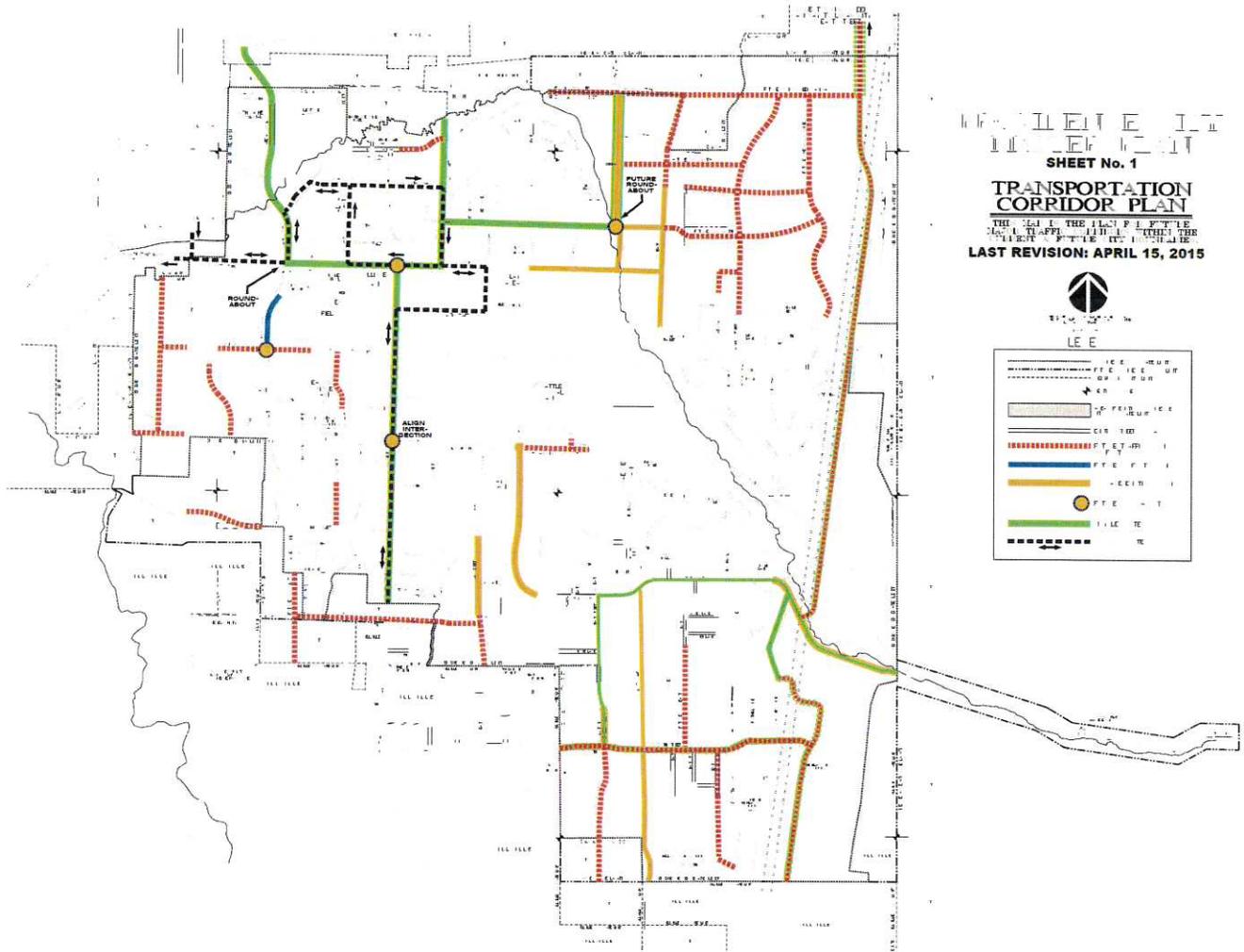
The sidewalk width is called out in city code 11-4-3:J. The current design standards code says, "Sidewalks placed on both sides of public streets shall be concrete and five feet (5') wide minimum and four inches (4") thick minimum..."

Below is a screen snippet from the providence city codes book (last updated in 07-06-2007) for the current right-of-ways with street widths:

TYPICAL STREET CROSS-SECTIONS

TYPE of STREET	WIDTHS				
	A RIGHT-OF-WAY	B ASPHALT	C CURB & GUTTER	D PARK STRIP	E SIDEWALK
FEEDER STREET	56'	29'	2.5'	6.0'	5.0'
COLLECTOR STREET	66'	39'	2.5'	6.0'	5.0'
MAJOR STREET	80'	53'	2.5'	6.0'	5.0'

Providence City Transportation map currently shows proposed major traffic corridors but currently does not break out by roadway classifications as the county and other surrounding cities do. The county's map breaks out Providence as having one minor arterial road (between Providence & Millville), several collector streets and the rest local (minor streets) (see county map above), but Providence's map does not show the same granularity (they key is hard to read).



Conclusion

Here is a comparison summarizing the above listed data for the current residential (local) designations from the cities/county and using the Providence City's current collector specs in attempt to do an apples-to-apples comparison:

Comparison of Road/Asphalt Widths for Residential/Local Roads (non-collector/non-arterial roadways)

Residential/Local	RIGHT-OF-WAY	ASPHALT
Cache County	66'	34'
Nibley	66'	35'
Millville	66'	35'
Providence (Collector Specs)	66'	39'
River Heights	56'	30'

Providence City's current residential road width is simply too wide and goes contrary to making the streets more pedestrian friendly. Wider streets promote higher rates of speed for cars and is harder to cross for pedestrians making it less safe. Wider roads cost more to upkeep and maintain (costing the city a lot more in the long-term). Additionally, the wider the road the more storm water runoff that can also have adverse side effects both from a cost perspective as well as not having the water in the ground where it falls versus mitigation-in-place in park strips and rolling off of sidewalks to keep in the proper localized areas. Regulation with storm water runoff is getting to be an area of focus for EPA/regulators.

Updated Ordinance Change Recommendations

It is recommended that the new roadway classification definitions for the Providence City be based on average daily traffic volume and be more in alignment with widely accepted roadway classification definitions and sync with the current county map of Providence such as the following:

Major Street - A major street serves as a major traffic way, controlled-access highway, major street parkway or other equivalent term to identify those streets comprising the basic structure of the street plan and is anticipated to have high traffic volumes and shall have a designated right of way of 99'.

Collector Street - A collector street primarily functions to collect and distribute traffic between minor streets and other collector/major streets and is anticipated to have moderate to high traffic volumes with moderate to low speeds. Collector streets provide an equal balance of both access and traffic movement. Direct access to non-residential (commercial) facilities frequently occurs, but direct access to residential properties should be avoided. A local collector street, like collector streets, provide a connection between minor streets and other collector/major streets. Local collectors have lower traffic volumes than collector streets. Direct access to single-family residential properties continues to be avoided from local collector streets. Collector Streets shall have a designated right of way of 80' and local collector streets a right of way of 66'.

Minor Street - A residential or neighborhood street is supplementary to a collector street and for moderate volumes of traffic of limited continuity which serves or is intended to serve the local needs of a neighborhood. The right-of-way shall be either 66' or 60' depending the anticipated average daily traffic (ADT) volume and as recommended by the Planning Commission and approved by the City Council.

It is also recommended that the ordinance for street widths, for the above defined roadway classifications, be changed to the following:

PROPOSED STREET CROSS-SECTIONS

TYPE OF STREET	WIDTHS					Estimated Average Daily Traffic (ADT)
	A RIGHT-OF-WAY Width	B ASPHALT Width	C CURB & GUTTER	D PARK STRIP	E SIDEWALK	
MAJOR STREET	99'	66'	2.5'	Minimum 7.0'	Minimum 5.0'	Over 5000
COLLECTOR	80'	49'	2.5'	Minimum 7.0'	Minimum 5.0'	1501-5000
COLLECTOR - LOCAL	66'	39'	2.5'	Minimum 7.0'	Minimum 5.0'	500-5000
MINOR - RESIDENTIAL	66'	35'	2.5'	Minimum 7.0'	Minimum 5.0'	251-800
MINOR - NEIGHBORHOOD	60'	29'	2.5'	Minimum 7.0'	Minimum 5.0'	Up to 250

1. The neighborhood street may be used in areas that would not generally be considered a through street or a street that would carry significant amounts of traffic other than that generated on that street or immediate neighborhood.
2. All sidewalks shall be a minimum of five feet (5') in width. Park strips shall be a minimum of seven feet (7') in width.
3. On Collector and Collector – Local Streets bike lane(s) may be added where appropriate and in limited cases in lieu of a sidewalk and/or park strip on one side of the street to help accommodate alternative modes of transportation, but where possible limit residential unit interaction with and parking on collector streets.
4. The design of road types shall be in accordance with the Providence City Design Standards & Specifications.

PROVIDENCE CITY

Executive Staff Review

Date: 10/10/2016

Request: Amend Providence City Code Title 11 Subdivision Regulations, Chapter 3 Plat Procedures and Requirements, Section 1 Concept Plan and Section 2 Preliminary Plat to add requirements for phasing a subdivision.

Item Type: Code Amendment

Applicant: Providence City

Prepared by: S Bankhead

Staff Report Summary of Key Issues:

1. Providence City Code allows phasing in subdivisions. However, there are very few guidelines or requirements listed in the Code for implementing phasing.
2. The proposed amendments clarify the acreage to be included in the legal description a subdivision plan; and clarify the City's intent for phasing public infrastructure, facilities, and services in a timely and orderly manner that provides the City the ability to protect and promote public health, safety, and welfare.

FINDINGS OF FACT:

1. Providence City Code (PCC) 10-1-5:A. states changes and amendments to this Zoning Title shall be done in accordance with state law.
2. UCA § 10-9a-102 Purposes -- General land use authority.
(1) The purposes of this chapter are to provide for the health, safety, and welfare, and promote the prosperity, improve the morals, peace and good order, comfort, convenience, and aesthetics of each municipality and its present and future inhabitants and businesses, to protect the tax base, to secure economy in governmental expenditures, to foster the state's agricultural and other industries, to protect both urban and nonurban development, to protect and ensure access to sunlight for solar energy devices, to provide fundamental fairness in land use regulation, and to protect property values.
(2) To accomplish the purposes of this chapter, municipalities may enact all ordinances, resolutions, and rules and may enter into other forms of land use controls and development agreements that they consider necessary or appropriate for the use and development of land within the municipality, including ordinances, resolutions, rules, restrictive covenants, easements, and development agreements governing uses, density, open spaces, structures, buildings, energy efficiency, light and air, air quality, transportation and public or alternative transportation, infrastructure, street and building orientation and width requirements, public facilities, fundamental fairness in land use regulation, considerations of surrounding land uses and the balance of the foregoing purposes with a landowner's private property interests, height and location of vegetation, trees, and landscaping, unless expressly prohibited by law.
3. UCA § 10-9a-501 states the legislative body may enact land use ordinances and a zoning map consistent with the purposes set forth in in this chapter.
4. UCA § 10-9a-502 Requires the planning commission provide notice and hold a public hearing on a proposed land use ordinance or zoning map; and prepare and recommend to the legislative body a proposed land use ordinance and zoning map that represent the planning commission's recommendation.
5. UCA 10-9a-503.(1) The legislative body may amend: (b) any regulation of or within the zoning district; or (c) any other provision of a land use ordinance.

CONCLUSIONS OF LAW:

1. The proposed code amendment has been processed consistent with the above Findings of Fact.

CONDITIONS:

1. That the process continue in accordance with all applicable federal, state, and city codes, rules, and regulations.

RECOMMENDATION:

That the Providence City Planning Commission study the proposed amendment and schedule a public hearing to received public input on the proposed amendments.